1-21. (CANCELED)

22. (CURRENTLY AMENDED) A transmission device (1) for distributing drive torque to at least two drive output shafts (7, 8), the transmission device (1) comprising:

a first planetary gearset (2) having a first shaft (4) connected to a drive input shaft (6), a second shaft (7) being one of the at least two drive output shafts (7, 8) and a third shaft (9) which is in active communication with a first brake (19); and

a second planetary gearset (3) having a fourth shaft (5) connected to the drive input shaft (6), a fifth shaft (8) being another of the at least two drive output shafts (7, 8) and a sixth shaft (10) which is in active communication with a second brake (20),

the third shaft (9) communicates with the first brake (19) and the sixth shaft (10) communicating with the second brake (20) so that a degree of distribution of the drive torque, between the at least two drive output shafts (7, 8), varies as a function of transfer capacities of the first and the second brakes (19, 20), the second shaft (7) being solely driven by the first planetary gearset (2) and the fifth shaft (8) being solely driven by the second planetary gearset (3) without any gear or carrier of the first planetary gearset (2) being connected with and any gear or carrier of the second planetary gearset (3).

23. (PREVIOUSLY PRESENTED) The transmission device according to claim 22, wherein the first shaft (4) of the first planetary gearset (2) and the fourth shaft (5) of the second planetary gearset (3) are annular gears.

24. (PREVIOUSLY PRESENTED) The transmission device according to claim 22, wherein the second shaft (7) of the first planetary gearset (2) and the fifth shaft (8) of the second planetary gearset (3) are planetary carriers.

25. (PREVIOUSLY PRESENTED) The transmission device according to claim 22, wherein the third shaft (9) of the first planetary gearset (2) and the sixth shaft (10) of the second planetary gearset (3) are sun gears.

26. (PREVIOUSLY PRESENTED) The transmission device according to claim 22, wherein an active connection (11) is provided between the third shaft (9)

and the sixth shaft (10) which is engagable and which is made with a third planetary gearset (23).

27. (WITHDRAWN) The transmission device according to claim 26, wherein the third shaft (9) of the first planetary gearset (2) is connectable to a seventh shaft (24) of the third planetary gearset (23).

28. (WITHDRAWN) The transmission device according to claim 26, wherein the sixth shaft (10) of the second planetary gearset (3) is connectable to a eighth shaft (25) of the third planetary gearset (23).

29. (WITHDRAWN) The transmission device according to claim 26, wherein the active connection (11) between the third shaft (9) of the first planetary gearset (2) and the sixth shaft (10) of the second planetary gearset (3) is engagable by a clutch (22) arranged between one of the third shaft (9) of the first planetary gearset (2) and the seventh shaft (24) of the third planetary gearset (23) or the sixth shaft (10) of the second planetary gearset (3) and the eighth shaft (25) of the third planetary gearset (23).

30. (WITHDRAWN) The transmission device according to claim 26, wherein a second shaft (27) of the third planetary gearset (23) is fixed to a housing.

31. (WITHDRAWN) The transmission device according to claim 26, wherein the seventh shaft (24) of the third planetary gearset (23) is an annular gear.

32. (WITHDRAWN) The transmission device according to claim 26, wherein the second shaft (27) of the third planetary gearset (23) is a planetary carrier.

33. (WITHDRAWN) The transmission device according to claim 26, wherein the eighth shaft (25) of the third planetary gearset (23) is a sun gear.

34. (CURRENTLY AMENDED) A method for controlling and regulating a transmission device (1) having a first planetary gearset (2) being driven solely by a single drive input shaft (6), the first planetary gearset (2) having a first shaft (4) connected to [[a]] the drive input shaft (6), a second shaft (7) being one of the at least two drive output shafts (7, 8) and a third shaft (9) which is in active communication with a first brake (19); and

a second planetary gearset (3) being driven solely by the single drive input shaft (6), the second planetary gearset (3) having a fourth shaft (5) connected

to the drive input shaft (6), a fifth shaft (8) being another of the at least two drive output shafts (7, 8) and a sixth shaft (10) which is in active communication with a second brake (20),

the third shaft (9) communicates with the first brake (19) and the sixth shaft (10) communicates with the second brake (20) such that a degree of distribution of the drive torque between the at least two drive output shafts (7, 8) varies as a function of transfer capacities of the first and the second brakes (19, 20), and the first planetary gearset (2) and the third planetary gearset (3) communicating only via an engagement between the first shaft (4) and the fourth shaft (5), the method comprising the steps of:

adjusting the transfer capacities of the first and the second brakes (19, 20) such that one of the first and the second brakes (19, 20) is engaged, to distribute a drive torque of a power source between the two output shafts (7, 8) of the transmission device (1); and

varying the transfer capacity of another of the first and the second brakes (20 or 19) between a lower limiting value (W(u)) and an upper limiting value (W(o)), which ~~preferably~~ corresponds to an engaged condition of the first and second brakes(19, 20).

35. (PREVIOUSLY PRESENTED) The method according to claim 34, further comprising the steps of:

supporting essentially no torque by the first and the second brakes (19, 20) when the transfer capacity of the first and second brakes (19, 20) corresponds to the lower limiting value (W(u)); and

fully supporting torque applied to one of the first and the second brakes (19 or 20) when the first and the second brakes (19, 20) are engaged.

36. (PREVIOUSLY PRESENTED) The method according to claim 34, further comprising the steps of:

transferring essentially no drive torque to the output shaft (7 or 8) of a planetary gearset (2 or 3) associated with the brake (19 or 20) when the transfer capacity of a brake (19 or 20) corresponds to the lower limiting value (W(u)); and

essentially completely transferring the drive torque from a power source applied to the transmission device (1) to the output shaft (8 or 7) of the other planetary gearset (3 or 2) associated with the brake (20 or 19) which is engaged at the same time.

37. (PREVIOUSLY PRESENTED) The method according to claim 34, further comprising the step of varying the degree of distribution of the drive torque between the two output shafts (7, 8) as a function of the transfer capacity of the brake (19 or 20) whose transfer capacity is being changed.

38. (CURRENTLY AMENDED) A drive train (28) of a vehicle with at least two driven vehicle axles (29, 30) and at least one transmission device (1) having a first planetary gearset (2) having a first shaft (4) connected to a drive input shaft (6), a second shaft (7) being one of the at least two drive output shafts (7, 8) and a third shaft (9) which is in active communication with a first brake (19); and

a second planetary gearset (3) having a fourth shaft (5) connected to the drive input shaft (6), a fifth shaft (8) being another of the at least two drive output shafts (7, 8) and a sixth shaft (10) which is in active communication with a second brake (20) and the drive input shaft (6) being the sole drive input for the transmission device (1),

the third shaft (9) communicates with the first brake (19) and the sixth shaft (10) communicates with the second brake (20) such that a degree of distribution of the drive torque between the at least two drive output shafts (7, 8) varies as a function of transfer capacities of the first and the second brakes (19, 20),

the transmission device (1) is arranged in a power path between a power source and the vehicle axles (29, 30) to distribute drive torque from the power source between the vehicle axles (29, 30), as necessary, and in a manner that depends on at least one operating situation, and in a power path of a vehicle axle (29 or 30) to distribute a fraction of the drive torque delivered to the vehicle axle (29 or 30) in a transverse direction of the vehicle between two drive wheels of the vehicle axle (29 or 30), as necessary, and in a manner that depends on the operating situation, and the second shaft (7) being solely driven by the first planetary gearset (2) and the fifth shaft (8) being solely driven by the second planetary gearset

(3) without any gear or carrier of the first planetary gearset (2) being connected with and any gear or carrier of the second planetary gearset (3).

39. (WITHDRAWN) The drive train according to claim 38, wherein the power path between the power source and the vehicle axles (29, 30) is provided with a controllable clutch (22) for distribution of the drive torque from the power source between the vehicle axles (29, 30), as necessary, and in a manner that depends upon the operating situation.

40. (WITHDRAWN) The drive train according to claim 38, wherein for distribution of the drive torque from the power source between the vehicle axles (29, 30), as necessary, and in a manner that depends upon the operating situation, the power path between the power source and the vehicle axles (29, 30) is provided with a device (32) which, when there is a speed difference between the vehicle axles (29, 30), builds up hydraulic pressure by a pump system (32A), with which frictional elements (32B) that can be brought into frictional engagement can be acted upon such that a speed-difference-reducing torque is applied to each of the two vehicle axles (29, 30).

41. (WITHDRAWN) The drive train according to claim 38, wherein for distribution of the fraction of the drive torque delivered to one of the vehicle axles (29 or 30) in the transverse direction of the vehicle between two drive wheels on the vehicle axle (29 or 30), as necessary, and in a manner which depends upon the driving situation, a controlled differential lock (35) is arranged in the power path of the axle (29 or 30).

42. (PREVIOUSLY PRESENTED) The drive train according to claim 38, wherein for distribution of the fraction of the drive torque delivered to one of the vehicle axles (29 or 30) in the transverse direction of the vehicle between two drive wheels on the vehicle axle (29 or 30), as necessary, and in a manner which depends upon the driving situation, the power path of the axle (29 or 30) incorporates an open differential (33).